

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING

March 11, 1998  
MAG Office Building  
Phoenix, Arizona

MEMBERS ATTENDING

Steve Cleveland, Chairman, Goodyear	Tom Martinsen, Paradise Valley
Ruben Duran for Carlos Palma, Avondale	*Terry Ellis, Peoria
*Delbert Self, Buckeye	Frank Fairbanks, Phoenix
*Jon Pearson, Carefree	Cynthia Seelhammer, Queen Creek
Kerry Dudek, Cave Creek	David Easchief, Salt River Pima-Maricopa
Lloyd Harrell, Chandler	Indian Community
*Leonard Rivera for Rosalinda Herrera,	Dick Bowers, Scottsdale
El Mirage	Mike Branham for Dick McComb, Surprise
*Paul Nordin, Fountain Hills	Jim Huling for Gary Brown, Tempe
*Carl Stephani, Gila Bend	Reyes Medrano for Ralph Velez, Tolleson
Urban Giff, Gila River Indian Community	David Siegel, Wickenburg
Martin Vanacour, Glendale	Lloyce Robinson, Youngtown
Kent Cooper, Gilbert	Tom Buick for David Smith, Maricopa County
*Enrique Serna, Guadalupe	Tom Schmitt for Mary Peters, ADOT
Robert Musselwhite, Litchfield Park	Ken Driggs, RPTA
Mike Hutchinson for Charles Luster, Mesa	

\*Those members neither present nor represented by proxy.

OTHERS PRESENT

Eric Anderson, MAG	Jeff Martin, Mesa
Cathy Arthur, MAG	Denise McClafferty, MAG
Lindy Bauer, MAG	Kelly McMullen, Maricopa County
Michael Bruder, ADOT	Norris Nordvold, Phoenix
James M. Bourey, MAG	Chris Plumb, MCDOT
Peggy Carpenter, City of Scottsdale	Amy Rudibaugh, Glendale
Blue Crowley	Ardeu Ruiz, Gila River Indian Community
Chuck Eaton, ADOT	Tami Ryall, Gilbert
John Farry, MAG	Audrey Skidmore, MAG
Ed Fritz, MCDOT	Dennis Smith, MAG
Mark Goldstein, International Research Center	Lisa Takata, City of Phoenix
Don Herp, Pheonix	Chris Voigt, MAG
Steve Hogan, Scottsdale	Rita Walton, MAG
Terry Johnson, MAG	Rachel Weiss, City of Glendale
Cecilia Kelly, SRP	Tim Wolfe, ADOT
Debbie Kohn, Avondale	
Jeff Kulaga, City of Scottsdale	
Patrice Kraus, City of Chandler	

1. Call to Order

The meeting was called to order by Chairman Steve Cleveland, Goodyear, at 12:10 p.m.

Chairman Cleveland introduced proxy Jim Huling for Gary Brown from the City of Tempe, Norris Nordvold for Frank Fairbanks from the City of Phoenix, Tom Schmidt for Mary Peters from ADOT and Reyes Medrano for Ralph Velez from the City of Tolleson.

2. Approval of February 10, 1998 Meeting Minutes

Jim Huling moved, and Martin Vanacour seconded, and it was unanimously carried to approve the minutes of the February 10, 1998 Management Committee meeting.

Chairman Cleveland stated that an addendum to the agenda was forwarded to each member. This addendum added agenda items #18 and #19. He noted that there is additional information regarding the Requested Change to the Tentative Life Cycle Program on agenda item #12, and a fixed guideway project and bus expansions to be considered as regionally significant for agenda item #9.

3. Call to the Audience

Chairman Cleveland explained the public comments process. He noted that public comments should not exceed three minutes. Chairman Cleveland recognized public comment for non agenda items.

Blue Crowley requested a correction in the February 10, 1998 minutes under public comment. He noted that the article he referred to was not in the Avondale paper, but the Arizona Republic regarding an Avondale resident. Mr. Crowley stated that public involvement should be included in the process and in the report. He indicated that regulations stated that the public should be able to understand the process. Mr. Crowley noted there are no longer bus announcements, and feels this does not effectively serve the public.

The Management Committee recessed to get their lunches and reconvened at 12:25 p.m.

4. Executive Director's Report

James Bourey stated that on March 5, 1998, HB 2564, Regional Transportation Administration passed the State House of Representatives by a vote of 38 yes, 20 no and one not voting. The bill is now heading toward the State Senate. Mr. Bourey explained that HB 2564 would remove the freeway decision-making for the sales tax-funded freeway program from MAG and give it to a seven-member board appointed by the Maricopa County Board of Supervisors.

Mr. Bourey thanked those members who have contacted their legislators. He indicated that this bill is not in the interest of this agency or the region.

Mr. Bourey stated that the US Senate has been debating and discussing ISTEA Reauthorization. Mr. Bourey stated that there is \$173 billion of funding over six years. There is \$270 million over the next six years for Arizona. He noted that this issue may be taken up in the House earlier than anticipated due to the Senate's action. Mr. Bourey stated that he will continue to keep the managers updated.

Mr. Bourey provided a handout to the Management Committee regarding the Growth Management Initiative.

Mr. Bourey stated that the Budget and the Unified Planning Work Program have a new format which will be more understandable. This format is more reflective of the city's and town's budget.

Mr. Bourey stated that at the Regional Council Retreat, the Regional Council requested an Activity Report which would provide updates on the last Regional Council meeting and future issues for Regional Council meetings. The first Activities Report was mailed out this week. Mr. Bourey also noted that as suggested at the Retreat, a presentation regarding the responsibilities of MAG will be given to each city and town council, the County Board of Supervisors, and Indian communities.

Mr. Bourey stated that there have been requests for a Management Committee Retreat. He noted that this retreat will be half a day on a Friday in April. Mr. Bourey asked the managers to check their calendars for Friday, April 3, 17 or 24, 1998 and a MAG staff member will contact you.

Mr. Bourey stated that he has been introducing new employees at each meeting. He noted that these new employees are replacing people who have left MAG. Mr. Bourey introduced Chris Voigt from British Columbia. Mr. Voigt has a Masters of Science degree. He also has previous transportation and modeling experience.

Chairman Cleveland thanked Mr. Bourey for his report.

5. Approval of Consent Agenda

Prior to approval of the consent agenda, Chairman Cleveland asked if any members of the Management Committee wished to have any of the items removed from the consent agenda. No members requested any item to be removed.

Chairman Cleveland recognized public comment on the consent agenda item.

Blue Crowley asked why the Grand Canal, north of Thomas, is not multimodal. He noted that transportation is not planned in an effective manner. Mr. Crowley stated that when lanes are added to the freeways, buses should be considered. He stated that I-17 should be multimodal. He also noted that the public should be able to speak and that public comment is very important in the process.

Robert Musselwhite requested discussion on agenda item #7. He noted that he was in favor of the recommendation, but feels it should also include representatives for land use planning and aviation.

Terry Johnson stated that the Regional aviation activities are considered by MAG policy committee. Robert Musselwhite stated that when the TRC Committee was set up, it was to be as broad based as possible. He noted that it seems more and more specialized in freeways. Mr. Johnson noted that this was a decision for the Management Committee.

Mr. Bourey encouraged the Management Committee that this was a good first step. He suggested approval of the recommendation and a review in one year.

Robert Musselwhite made a motion to include representatives from land use planning and the airport.

Dick Bowers stated that MAG staffs both a Regional Aviation Policy Committee and a Technical Committee which provides input to the Management Committee. He noted that Mayor Scruggs is the Chairman for the Regional Aviation System Plan Policy Committee. Mr. Bowers indicated that he will vote against the proposed motion.

Robert Musselwhite stated that out of respect for Dick Bower's support of the policy and technical committees, he withdrew his motion.

Ken Driggs moved, Lloyd Harrell seconded, and it was unanimously carried to recommend approval of agenda item # 6, 7, 8, 9, and 10.

6. Administrative Adjustments to the FY 1998-2002 MAG Transportation Improvement Program

The Management Committee recommended, by consent, to approve the transit administrative adjustments to the FY 1998-2002 MAG Transportation Improvement Program. The FY 1998-2002 MAG Transportation Improvement Program was approved by the Regional Council in October 1997. It is necessary to revise the annual element of the TIP to accelerate 18 projects, amend four projects and defer two projects. The 18 accelerated projects are a result of additional funding opportunities within the FY 1998 Federal Transportation Appropriations Bill. In addition, two projects are deferred and three projects need to be adjusted as a result of shifts in project funding. These projects do not affect the MAG conformity analysis.

7. Recommendation to Increase the Multimodal Representation on the Transportation Review Committee

The Management Committee recommended, by consent, to expand the membership of TRC to include the Chairmen or their representative of the MAG modal committees (Street, Bicycle, Pedestrian, Intelligent Transportation System and Telecommunications) and a freight industry representative as non-voting members for a one-year trial period. In 1994, the Regional Council established the Transportation Review Committee (TRC), which is composed of high level technical advisors from the MAG member agencies. On April 30, 1997, the TRC recommended expanding the membership to include representation of the MAG modal committees (Street, Bicycle, Pedestrian, Intelligent Transportation System and Telecommunications) and a freight industry representative as non-voting members for a one-year trial period.

8. Recommendations to the Arizona Department of Transportation for the FTA Elderly & Persons with Disabilities Program

The Management Committee recommended, by consent, to forward the priority listing of applicants for FTA Elderly & Persons with Disabilities Transportation Program to the Arizona Department of Transportation. On March 2, 1998, the MAG FTA Elderly and Persons with Disabilities Transportation Ad Hoc Committee ranked applications for the Federal Transit Administration (FTA) Section 5310 funding. FTA provides these funds to the Arizona Department of Transportation for capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people who have a disability. This year, 17 applications for capital assistance awards were received and rank ordered by the Committee. The ranking provided by MAG is considered by ADOT in determining which applicants are to be awarded.

9. Interagency Consultation: Processes and Potentially Regionally Significant Projects for the 1998 Conformity Analysis

Arizona conformity rules require a recipient of federal highway or transit funds (e.g., ADOT, RPTA, Maricopa County, cities, towns) to determine whether the transportation project is regionally significant for conformity purposes before approving the project. A listing has been developed by MAG indicating the projects from the Draft FY 1999-2003 Transportation Improvement Program (TIP) that potentially would be considered as regionally significant. Comments on the list are due to MAG by March 23, 1998.

Federal and State conformity regulations also require MAG to consult with federal, State and local air quality and transportation agencies regarding the following processes: selection of modeling methods; identification of exempt projects; ensuring expeditious implementation of transportation control measures; identification of projects which require PM-10 hotspot analysis. Updated information for use in the conformity analysis for the MAG Long Range Transportation Plan (1998 Addendum) and the FY 1999-2003 MAG Transportation Improvement Program is being transmitted for consultation. The deadline for submittal of written comments to MAG is March 23, 1998.

10. Draft July 1, 1997 Water Service Area Resident Population Updates

The Management Committee recommended, by consent, to approve the July 1, 1997 Water Service Area Resident Population Updates. Each year MAG prepares Water Service Area Resident Population Updates on behalf of the Arizona Department of Water Resources (ADWR). The Updates will be used by ADWR in assessing municipal compliance with per capita water use targets. On February 26, 1998, the MAG Population Technical Advisory Committee recommended approval of the Updates.

Chairman Cleveland stated that Mr. Bourey must leave the meeting soon and suggested moving onto agenda item number 12 and coming back to item 11. The members agreed.

12. 1988 MAG Annual Report on the MAG Freeway Program

Eric Anderson stated that each year MAG produces a report that reviews the Regional Freeway Program. He noted that the Annual Report is required by a state law passed in 1992. Its purpose is to address the status of the regional freeway system. Mr. Anderson stated that since the first issuance of the Annual Report in April 1992, the Regional Freeway System, as reported in the Arizona Department of Transportation Life Cycle Program, has been in balance with available revenues and construction schedules have been met.

Mr. Anderson stated that on February 24, 1998, a hearing was conducted on the Annual Report. Representatives from the MAG Regional Council, the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Citizens Transportation Oversight Committee (CTOC) were designated to conduct the public hearing.

Mr. Anderson noted some of the significant events during 1997 such as, the performance audit, toll road proposals, loan policy and guidelines, local participation for accelerations and program changes.

He stated that there has been a fiscal balance since 1992 with no project delays and limited accelerations this year. Mr. Anderson stated that right-of-way costs are up from last year and that we need to develop a strategy to ensure that the \$5.0 million of advanced acquisition money is spent in the best way possible.

Mr. Anderson stated that substantial progress was made during 1997 in refining system costs and improving right-of-way estimates. He noted major findings based on review and examination of the Regional Freeway Program. ADOT has increased the allocations for the advance acquisition of right-of-way from \$2.0 million a year to \$5.0 million annually. Mr. Anderson stated that regarding the right-of-way acquisition process, a window of three to five years before construction would provide ADOT more opportunity and would result in a smoother and less expensive acquisition process.

Mr. Anderson reviewed the cash flow model improvements. He noted that the cash flow model could be substantially improved to make it more useful as a planning tool rather than an accounting model.

Mr. Anderson noted that the discount/inflation factor method was recommended and should be implemented in the ADOT cash flow model as soon as practicable unless the independent, outside review finds strongly in favor of the ADOT method.

Mr. Anderson stated that it is recommended that the horizon for the Life Cycle Program be changed to 2014. Although ADOT has expressed concern about extending the program due to the greater uncertainty, a Life Cycle Program extended to 2014 would cover 16 years which is about the same period that the Life Cycle Program covered in 1992. This change would also present a seamless program to the public rather than the partial picture represented by the limited definition of the Life Cycle Program today.

Mr. Anderson stated that the City of Phoenix requested a change to the 56th Street to Scottsdale Road segment of the Pima Freeway. Phoenix requested that the completion of the interim project for the segment be delayed and that the segment be built to its final design in one phase. The City of Scottsdale, which has advanced the completion of the Scottsdale Road to Pima Road segment to the fourth quarter of 2000, wants to make sure that this segment connects to the 56th Street to Scottsdale Road segment at that time.

Mr. Anderson noted that MAG has reviewed this request and has developed a scenario that does not change any program priorities yet responds to the concerns of both Phoenix and Scottsdale. The scenario delays the opening of the 56th Street to Scottsdale Road segment by 12 months and includes building the segment to its final configuration. He noted that the revised budget includes a cost savings of \$1,679,000. Total program savings could be in the range of \$3.3 million to \$3.8 million from additional savings related to materials, drainage and interest earnings.

Ken Driggs discussed the relative merit of using bond proceeds to fund the construction of MAG Freeway Program. He noted that when the effect of inflation on the dollar used to repay the bond is calculated, that the actual cost of bonding is decreased. Mr. Anderson confirmed that if the cost of the bonds issued now is 5.5 percent and inflation is 3.9 percent then the real cost of money is 1.6 percent.

Mr. Anderson thanked members for their time and attention.

11. FY 1998 MAG Mid-Phase Public Input Opportunity Report

Mr. Farry stated that the public involvement process for the annual update of transportation plans and programs was adopted by MAG to be in accordance with ISTEA. The process includes an Early Phase Opportunity in October, a Mid Phase Opportunity in February, and a Final Phase Opportunity targeted for July. He indicated additionally, continuous involvement opportunities exist throughout the year.

Mr. Farry stated that the Mid Phase Process currently underway is sponsored by MAG, ADOT and RPTA with the participation of CTOC. This year's process includes several events such as the Transit Fair at Central Station, an Open House and Public Hearing with representatives from MAG Regional Council, State Transportation Board, RPTA and CTOC hearing public comment at the MAG office, and two open houses in the Northwest Valley (Glendale City Hall) and East Valley (Mesa Rendezvous Center).

Mr. Farry stated that on February 24, 1998, a public hearing was held on transportation issues. He extended thanks to the following for their participation in the hearing: Mayor Bill Arnold from Goodyear who represented the MAG Regional Council at the hearing and chaired the event. Mayor Tom Morales from Avondale represented the RPTA Board, Board member Roc Arnett represented the State Transportation Board, and Leo Mahoney represented the Citizens Transportation Oversight Committee. He noted that at the Public Hearing there was an opportunity for citizens to make comments directly to the representatives of the governing bodies attending this session. Comments at the Public Hearing were recorded by a court reporter.

Mr. Farry stated that information provided at the Transit Fair and Open Houses related to the MAG Fiscal Analysis Unit Annual Report as well as any changes to the LRTP and TIP. Information displayed included: general information on MAG, transportation planning process, special needs study, transportation programming, and air quality.

Mr. Farry noted that approximately 50 recorded comments were received from approximately 80 participants. The comments revolved around several main issues such as more bus service, improved express service, improved transit service for the disabled, light rail comments both in favor and against, better advertising for public meetings and disappointment with failed transit election Issues addressed at the meetings included pollution and sprawl resulting from transportation decisions, transit improvements for the disabled, light rail, automobile dependence for travel, better advertising for public meetings, baseball park traffic, light truck and SUV emissions, state contribution to transit and general improvements to the transit system.

Mr. Farry indicated that MAG Mid Phase meetings have been documented in the Input Opportunity Report which was forwarded to the Management Committee for their review and consideration.

Mr. Farry thanked the members for their time.

Chairman Cleveland recognized public comment on this agenda item.

Blue Crowley handed out a Transitions newsletter. He stated that the amount of time for public comment should not be limited. This projects the impression that you do not want any input. Mr.

Crowley stated that buses should be included in the equation and that Grand Avenue should be addressed.

Dick Bowers moved, Lloyd Harrell seconded, and it was unanimously carried to recommend acceptance of the FY 1998 MAG Mid-Phase Public Input Opportunity Report.

13. Conformity Analysis of the Draft FY 1998-2003 MAG Transportation Improvement Program

Paul Ward stated that the 1990 Clean Air Act Amendments require that the MAG Transportation Improvement Program (TIP) be in conformance with the applicable air quality plans. He noted that the TIP serves as a five-year regional guide for the preservation, management and expansion of public services, including highways, ridesharing, transit facilities and various congestion mitigation and air quality improvement projects. Mr. Ward stated those projects in the draft TIP are from local, state and federal funds and there have already been some changes to projects since publication of the draft TIP document. Mr. Ward noted these changes on attached Errata Sheets.

Mr. Ward stated that the proportions of the state, local and federal funds are very similar to the previous TIPs, but the total of \$2.795 billion represents an increase of more than 6 percent compared with last year's TIP. Mr. Ward noted that on February 24, 1998, the Transportation Review Committee (TRC) recommended the projects in the FY 1999-2003 MAG TIP for an air quality conformity analysis, excluding the MAG Freeway Program projects.

MAG federal funds in the TIP total approximately \$40 million per year. Mr. Ward stated that in accordance with Regional Council action, up to 70 percent of the MAG federal funds are allocated to freeway projects. He stated that unprogrammed MAG federal funds available for non freeway projects (Congestion Mitigation and Air Quality funds only) total \$5 million in FY 2001, \$7 million in FY 2002 and \$8 million in FY 2003. Federal funds available are likely to be increased when reauthorization of the underlying federal legislation is achieved. He noted that project requests were received totaling \$48.4 million. Projects recommended for the available funding include \$6 million for Intelligent Transportation System projects, \$2.2 million for bicycle and pedestrian projects, \$6.3 million for transit, \$1.5 million for telecommunications projects and \$3.9 million for air quality projects and contingencies. Mr. Ward commented that these projects were rated by the congestion management and air quality rating systems and were ranked by various MAG transportation committees.

Mr. Ward stated that each year ADOT updates its 5 Year Highway Construction Program by adding a new fifth year and adding or changing projects within the first four years. The process for updating the ADOT 5 Year Program allows for early consultation with MAG and several opportunities for public involvement. He summarized that only 19 percent of ADOT's discretionary funds were programmed in the MAG region.

Chairman Cleveland recognized public comment on agenda item #13 and #14.

Blue Crowley stated that building a tunnel is cheaper than building a bridge. He noted that a bike route should be included. Mr. Crowley stated that bike routes and pedestrian routes should be included when the width of a road is increased. Increasing bus service, bike routes and pedestrian routes will help improve air quality.



Lloyd Harrell moved, Kent Cooper seconded, and it was unanimously carried to recommend authorizing an air quality conformity analysis of the Draft FY 1999-2003 MAG Transportation Improvement Program, including the Errata Sheets presented at the meeting and the requested Pima freeway change submitted by the City of Phoenix.

14. Conformity Analysis of the MAG Long Range Transportation Plan: Draft 1998 Addendum

Mr. Farry stated that the Long Range Transportation Plan addresses all modes of transportation over at least a 20-year period. He noted that the 1990 Clean Air Act Amendments require that transportation plans and programs be in conformance with applicable air quality plans.

Mr. Farry stated that due to minimal changes in the plan for the upcoming year, and to insure consistency between the Transportation Improvement Program for conformity purposes, only minor changes are recommended to the plan in the form of the proposed addendum. Items addressed in the addendum include: 1) priority changes to the ADOT Life Cycle Program and Long Range Plan for Freeways, 2) extending the time horizon to 2018, 3) incorporation of changes from the FY 1999-2003 Transportation Improvement Program, 4) incorporating updates to the Long Range Street Plan as submitted by member agencies, and 5) the issue addressed earlier in the meeting by Eric Anderson on the Pima Freeway. Mr. Farry noted that the public has had an opportunity for input on issues related to the LRTP at both the early and mid phase public meetings.

Lloyd Harrell moved, Ruban Duran seconded, and it was unanimously carried to recommend approving the MAG Long Range Transportation Plan: Draft 1998 Addendum for an air quality conformity analysis.

Chairman Cleveland suggested moving to agenda item number 19. The members agreed.

19. Serious Area Air Quality Plan Consultant Technical Assistance

Lindy Bauer stated that the Maricopa County area is a Serious nonattainment area for carbon monoxide, ozone and particulate matter. She indicated that serious area air quality plans must be submitted for each of these pollutants during 1998. Air quality plans are comprehensive in coverage, including the assessment of regional environmental conditions, pollutant emission inventories, measures commitments and a demonstration of future attainment status. In addition, measured emission reductions and estimates of future air quality must be developed through a highly complex technical process, involving use of sophisticated computer models.

Ms. Bauer stated that as approved by the Regional Council on October 29, 1997, the MAG staff was directed to prepare a request for up to a five-year extension of the attainment date (2006). She noted that the U.S. Environmental Protection Agency has identified an extensive list of requirements for this request. MAG has been allocating extensive staff resources to these needs and to provide support for the Governor's Air Quality Strategies Task Force. In addition, there are continuing staff demands regarding transportation/air quality conformity and visibility issues. During this session, the Arizona Legislature has expressed concern over the Brown Cloud.

Ms. Bauer stated that given the extensive technical demands involved with preparation of Serious Area Plans and other air quality issues, consultant assistance will be a necessity to meet the EPA mandates.

Ms. Bauer stated that to provide the required consultant technical assistance, staff is recommending that four MAG air quality consultant contracts be amended: 1) Harding Lawson Associates (\$90,000); 2) Sierra Research (\$150,000); 3) Sonoma Technology (\$30,000); and 4) Systems Applications International (\$75,000). Funding will be provided by carryover funds from the Federal Highway Administration.

Ruban Duran moved, Tom Buick seconded, and it was unanimously carried to recommend approving increasing the MAG air quality consultant contracts by the following amounts: 1) Harding Lawson Associates (\$90,000); 2) Sierra Research (\$150,000); 3) Sonoma Technology (\$30,000); and 4) Systems Applications International (\$75,000).

18. Amendment to MAG Mode Choice Study Contract

Jim Huling recommended action without staff presentation. The Management Committee agreed.

Jim Huling moved, Ken Driggs seconded, and it was unanimously carried to recommend amending the MAG Mode Choice Study contract with Parsons Brinckerhoff to provide up to an additional \$110,000 for transportation model update assistance, contingent upon the funding for the amendment being provided by ADOT.

17. MAG Homeless Plan Update

Carol Kratz stated that in 1987, the Regional Council established the Homeless Task Force to provide regional leadership and direction in addressing the issues of homelessness in this region. In 1996, the Regional Council requested an updated plan to determine whether existing strategies should be revised or new strategies needed. She noted that under the direction of the MAG Human Services Coordinating Committee, a special Homeless Working Group was convened. The Working Group included representatives from the Regional Council, Human Services Coordinating Committee, Human Services Technical Committee and ad hoc governmental members. Ms. Kratz explained that recommendations were developed in four areas: services, housing, employment and public policy. On October 16, 1997, the Human Services Coordinating Committee recommended approval of the MAG Homeless Plan Update.

Ms. Kratz stated that since the Coordinating Committee's action, the issue of continuing the \$19 million in rental vouchers for more than 500 homeless seriously mentally ill persons had surfaced. She noted that the Arizona Department of Commerce, Department of Health Services, and the U.S. Department of Housing and Urban Development suggested that cities fund the housing component for those homeless mentally ill persons. Ms. Kratz explained that transferring this responsibility to cities would have a serious impact on the delivery of housing to homeless individuals. She noted that 6,542 homeless persons were counted in the 1995 Special Census of an estimated 8000 persons daily; there are 6,300 beds in place.

Chairman Cleveland suggested that Ms. Kratz draft a letter for each member agency to consider sending to the U.S. Department of Housing and Urban Development. The Management Committee agreed.

Jim Huling moved, Tom Buick seconded, and it was unanimously carried to approve the MAG Homeless Plan Update and to recommend addressing the federal funding shortfall for housing homeless people who are seriously mental ill and to draft a letter for each member agency to consider sending to the U.S. Department of Housing and Urban Development.

The Management Committee agreed to hold agenda items 15 and 16 until April.

There being no further business, the meeting was adjourned at 1:45 p.m.

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Chairman

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Secretary